

COMMERCIAL.

THURSDAY, AUGUST 21, 1862.

Politics have engrossed public attention the past week, to the exclusion of commercial topics, and though an announcement of the resignation of the King's Minister's has been formally made, stocks remain quiet, and no perceptible decline is noticed in staples. Specie rates are main, for the money and "bulks" and "seases" await valuation. Speculators calculate a little more largely perhaps, but that is not attributed so much to the aspect of the political horizon, as to the fact that the public exchanges refuse to dispose the \$500,000 which are supposed to have found their way thither, until that house of contention, the Appropriation Bill—when the two Houses of Parliament have for weeks been prorogued—has received its last finishing strokes, in the shape of the signature of His Majesty, or a person like the "open season" in the story we read of.

There was a little excitement last week on the "beach" and elsewhere, due to the singular movements of the *Maria* on Friday, when reports of mutinies were afoot. The schooner having received a reinforcement from the Marshal's pose, a sale of beef and other supplies, headed off, or ports unknown, which only tended to confirm the rumors. The next boat off her, was at Lahaina, where the *Shriff of Maui*, "A. C. An. Ap." was reported as *the privateer*, having been captured and sent to, under suspicion of piracy, the clipper schooner *J. B. Ford*, with which he came into port at Sunday, after a cruise among all colors flying. The causes of the seizure and detention are being investigated, but the amount of prize money will be small.

We have no later advices from San Francisco than those brought by the *Southern Cross*. And it is possible we may be without a mail till the return of the *Speedwell*, though we hope to have some news arrived before her. She sailed hence on the 18th ult., and we must have arrived over between the 1st and 5th of August, would have her return probably by the 25th ult. On her arrival at this port, she will be withdrawn from this route, having been sent to Capt. H. J. Holdsworth, for the sum of \$25,000. It is his intention to sail for China about the 1st of October, and there take a cargo for England. The *Speedwell*, a fine ship of 1,000 tons, is strongly built, and carries a crew of 140 men. I hope, she will be worth it. We shall regret to see her withdraw, but presume her place will be immediately filled by another of the same experience.

Sequoia—The *Hawaiian Plantation*, on East Maui, has completed grinding; it yield for the first season having reached 265 tons, the market-value of the crop being not less than \$30,000. The amount would have been larger had the cane been taken off at maturity, but the want of sufficient clarifying power, while want we understand, will be provided for before the next season's crop, preventing the making of sugar as fast as the fields and soil could furnish juice, and a consequent wasting of cane by drying up the result.

The *Maize* Plantation commenced grinding on the 11th, and with the new steam recently erected, and now in service operation, will throw into our market its crop of 150 to 160 tons, at the rate of three tons per dozen, of the excellent sugar which the *Urgupukana* cane-sugars have always been famous for producing. The Brewer and the East Maui Plantations are now grinding their year's crop, which, although small, will add over 200 tons to our stock, and the bare condition of our market may now be easily foreseen.

We look forward with anxiety to our sugar shippers from the various plantations in San Francisco. The large sale there of Peruvian sugars, (\$500,000.), is reported as not having realized cost and charges. If this occurred under the old state of things, the impositions under the tariff of August 1st must net a handsome loss.

EASTERN SHIPMENT MEMORANDA.

One-eight of bark *Gymnosperma*, of Worcester, 249 tons, gas-charged from lime-vats, and now fitting for sea, to Wm. H. Whittington, of N. B., at the rate of \$2,400.

A 2 ship *Josephine*, in Boston, 645 tons, built at New Bedford, in 1849, has been sold at \$25,000.

Fox New Orleans—The bark *Enterprise*, built from San Francisco, June 25th, July 25th. The remarks above point out that it is this the first clearance for October, from that or any other port.

Bark *Monument*, 279 tons, of Gold Spring, has been sold at Valparaiso for \$30,000. each.

Bark *Bellerophon*, 420 tons, recently returned from a whaling voyage, was sold at auction in New Bedford, by Major Bourne, with his inventory, Capt. Russell Brown, of Fairhaven, for \$6,210. Capt. B. was master of the *Belleron* on her last voyage, and now intends to fit her for the Pacific Ocean, under his own command.

Steamer *Active*, lately in the U. S. Coast Survey service, was sold at San Francisco recently, for \$20,000.

The *Rough Journal* reports that an iron gunboat, with a submarine battery, built at Boston, to be used in ironclad construction, has contracted with certain parties in Boston, to build an iron gunboat of between 600 and 700 tons, to be furnished with Weymouth's Submarine Battery. The vessel will be 150 feet long and 40 wide, and will be built in a manner most substantial manner. She will carry one gun on deck, and a large gun for submarine firing through the bow of the vessel. She is to be armed with a broadside of 32-pounders, and be ready for service in from four to five months. The experiments of firing under water was successfully tested at Simpson's dock at East Boston.

NEW BEDFORD OIL MARKET—June 28.

SPRING OIL.—The market is \$4000. The sales for the week, however, for manufacturing, 250 barrels at \$1,400, and 30 do. do. 41,000; and for export, 700 barrels at a price of \$1,400, and 30 do. do. 41,000.

WHALE OIL.—There is less oil, do. on account of the decrease in the views of holders and buyers. Sales 710 barrels in parcels, at \$1,400, and the market is the same.

WHALE-OIL—Sales for the week, 11,000 bush. At Arctic at a price not transacted.

MOON'S PHASES AT HONOLULU, IN AUGUST.

dy.	le.	mo.	dy.	le.	mo.
First Quarter.....	2	6	25	29	31
Full Moon.....	9	11	22	24	31

LATEST DATES, RECEIVED AT THIS OFFICE.

San Francisco.....	July 26	London, (papers).....	June 18
New York, (papers).....	July 25	telegraphic.....	July 25
Hong Kong.....	July 25	Hong Kong, (newsp.).....	July 25
Tahiti.....	May 12	Sydney, N. S. W., (newsp.).....	July 12

SHIP'S MAIL.

For SAN FRANCISCO—see Yesterdays, above Sept. 1st.
For KALIHI—see Kalaha, today.
For LAHAINA—For steamer, on Monday next.
For HONOLULU—For Nettie Merrill, Friday or Saturday.
For KONA—For steamer on Monday next.

PORT OF HONOLULU, H. I.

ARRIVALS.

Aug. 14—Schooner *Kamakauhi*, from Kona and Kauai, with 71 bags palm, 128 bags onions, 10 bags limes, 2 pks. honey, 25 boxes candles, 100 lbs. soap, 8000 coconuts, 600 lbs. pine apples, 1000 lbs. wood, and 21 passengers.

15—Schooner *Wairiki*, full from Molokai with 17 bags wool, 14 lbs. sheep, and 20 passengers.

15—Schooner *Kamehameha*, from Molokai, with 60 bags wool, 10 corn, etc.

16—Schooner *Kihuna*, full from Windward ports, with 9 bags honey, 162 bags potatoes, 6 boxes honey, 2 bags manioc, 200 bags papaya, 60 bags sugar, 5 bags manioc flour, 50 sacks, 50 anchovies, and a large lot of native fish.

The truth is, the government organ has done more to bring about this expansion of the Minister of Finance than any thing else. Throughout the discussions regarding his measures, during the past two or three years, it has persistently denied all charges made, and as uniformly flattered the Minister, and held up his course as a worthy example and pattern to the country, instead of frankly admitting that his measures and conduct were faulty, and seeking a correction of them. Had it taken this course, and been manly and truthful, he might perhaps still have remained a Minister. On the contrary, by falsifying the truth, and resorting to flattery him and raise his vanity by unmerited adulmentation, has brought about the very crisis which it deemed impossible.

His Majesty has now an important and responsible task, in the selection of a ministry to aid him in carrying on the government, so that the prosperity of the country shall be faithfully guarded, the laws promptly executed, and the honor and dignity of the crown upheld, at home and abroad. There are always men possessed of vanity enough to push themselves forward as the only candidates worthy to fill vacant offices, but such will generally be found the least worthy for the place. The qualifications of a Minister of this government may be briefly told. The ministerial office is not a sinecure. It requires in its incumbant a man eminently practical and industrious, thoroughly conversant with business, and at the same time of such high moral and social standing as to command the undivided respect of his fellow-men—a man who shall carry honor into the office rather than draw honor from it. The Ministers of His Majesty should be men of practical ability, as it is their task to *create and mould*, as it were, the nation which they seek to serve.

We go further and assert that the time has come when no foreigner should be installed in any other office under the government, who disdains to take the oath of allegiance to the Sovereign whom he serves, or evades the law under letters of denunciation. No, the finger of public scorn cannot be pointed too sharply at any one who, under this hypocritical cloak, seeks to earn the paltry salary that may be awarded to him. So long as foreigners must be depended on to fill the more responsible offices of the government, such only should be selected as are willing to bear or have become identified with the nation, whose sympathies are all with Hawaii nei, with her chiefs and her people, who are willing to serve, not merely for the pay they may receive, but from pure aloha to see the people improve in civilization, and advance in every

DEPARTURES.

Aug. 15—Schooner *Boomer*, Wetherby, for Honolulu.

16—Arr. Capt. Carter, Smith, & Son, from San Francisco.

16—Arr. *Kamakauhi*, from Kona and Kauai.

16—Arr. *Kihuna*, Kihuna, for Kailua, Hanalei, and Koloa.

18—Schooner *Kihuna*, Napaia, for Kahului.

19—Schooner *Marie*, Oahu, for Papeete.

19—Schooner *Mambukauhi*, Honi, for Lahaina, Hana, and other windward ports.

VESSELS IN PORT—AUGUST 21.

Aug. 20—B. M.'s steamer *Charissa*, Hon. Gia. De Keane, Am. bark *Yankee*, Taylor, for San Francisco.

Am. bark *Kamehameha*, Merchant, for Victoria, V. I.

Am. bark *J. B. Ford*, Smith, & Co., for San Francisco.

EXPORTS.

For SAN FRANCISCO—per *Camer*, Aug. 18—2,000 bags paddle and 125 do. rice (245,000 lbs.), 120 bags (60,000 lbs.) coconuts, 8000 coconuts, 200 bags, 3500 lbs. soap, 32 do. limes, 8 cases wool, 1,125 hams, 3,867 goat skins, 5 lbs. other skins, 8 cases *Fairbanks' scales*, 2 pgs. specie (\$2,751).

PASSENGERS.

For SAN FRANCISCO—per *Comet*, Aug. 16—Rev. A. Thurston, and 2 children, Mrs. Wm. Humphreys, Mrs. G. M. Robertson, Dr. Wickfield, Mrs. Boyd and child, Capt. McNamee, T. H. Hunter, Mr. Stewart—12.

For LAHAINA—per *Kam*, Aug. 15—Mrs. Pease and 2 children, Dr. Wickfield, O. B. Merrill, and 10 deck passengers.

From WINDWARD PORTS—for Kihana, Aug. 16—Miss Alexander, J. G. Collins, and 114 deck passengers.

Vessels Expected from Foreign Ports.

Am. bark *Speedwell*, Paly, to leave San Francisco about August 25—arrives here from July 10th to September.

Am. clipper ship *Flying Eagle*, en route for Hong Kong, via Am. bark *Redga*, Burling, sailed from Boston June 18, with a cargo of several miles to C. Brewster & Co.

Am. ship *Dragonfly*, full from Boston April 15, with a cargo of several miles to C. Brewster & Co.

Am. schooner *Lahaina*, Bush, from Phoenix Island—arrived June 20, 1862, Kiteye, from Sydney via Phoenix Islands—overshadowed ship *Gallie*, Koch, from London about April 15, with a cargo to Jamison, Green & Co.

Hamburg, London, Paris, and Manila, to sail from Hamburg on the 15th inst., with a cargo of cotton, hemp, &c., &c.

Offspring bark *Sophia*, Hogenberg, to sail from Bremen about May 1, with merchandise to Hamburg, India, &c.

Bremen bark *Galatea*, Koch, from London April 15, with a cargo of several miles to Hamburg, &c.

Am. bark *Galatea*, Koch, from London about April 15, with a cargo to Jamison, Green & Co.

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sphere and capacity—men who from long acquaintance and familiarity with them, have become conversant with their language, and have learned from intercourse with the natives, to sympathize with them and feel for them. If such can be found, they should be called to fill the ministerial bureaux. Practical worth, ability, and fitness should outweigh legal learning or noble birth. In modern times, circumstances, more than birth or fortune, make the man and develop the statesman. The exile of the fortress of Ham, a vendor of biquets in the streets of London, makes the most successful Emperor of Europe. An almost unknown lawyer of Springfield becomes, with the statement of the owners, but as the Captain avers for China. The schooner, we hear, was built for and owned by the present Captain, but owing to some difficulty in money-matters, he transferred the nominal ownership of her to the parties now claiming, who have sent a power of attorney here to take the vessel from him should she touch here. There are evidently two sides to the story, and before the public condemn Capt. P. they should have more satisfactory evidence of criminal intention on his part. The vessel may be sent back to San Francisco, though we have no learned that her destination has yet been decided on.

LOOKING UP AGAIN.—The *Comet* sailed on Saturday last for San Francisco taking a very heavy cargo, most of which was island produce. Among the shipments were 100 tons of Hawaiian rice; 45 tons of corn, 2867 goat skins, and the usual amounts of sugar, pulp, &c. This certainly is a gratifying result, and occurring as it does in the dullest month of the year, affords evidence that our domestic industry is reviving from the heavy blows under which it has been laboring for the past two or three years. Here are 600 tons of domestic produce, valued at nearly \$10,000.; besides which the *Constitution* took away some 300 tons, the *Annie Eliza* about 100 tons, and the *Kathleen* will take say 300 more—in all 1300 tons of produce exported during the dullest month of the year and at a time when the supply of sugar and molasses in the market is very small.

THE PASTICIFIC
Commercial Advertiser.

THURSDAY, AUGUST 21.

The past has been the most eventful week, perhaps, with the history of this Government, during the past eight years. A revolution has peacefully taken place, and the Ministry have resigned. The resignations, which had previously been tendered to the King, were accepted and took effect on the 18th inst., and embraced the following ministerial officers:

Her H. Victoria Kamehameha, *Kuhina Nui*.
H. Ex. L. Kamahameha, *Minister of the Interior*.
H. Ex. R. C. Wyllie, *Minister of Foreign Affairs*.
H. Ex. D. L. Gregg, *Minister of Finance*.

This makes the second time, during the twenty years in which this Government has borne the name of civilized nationality, that the King's Ministry have been compelled by the voice of public sentiment to vacate their offices. And the very fact that such a change of administration can and has taken place here without the civil commotion which often accompanies it in other and older countries, affords *prima facie* evidence that our system of government is at least well adapted to the wants and character of the nation. European Sovereigns have frequently been disturbed and Empires even rent, on the occasion of ministerial changes. Mexico has always shown a great desire to promote the real welfare of his people, and the public may rest assured that in this the first time he has ever been called to act under similar circumstances, his action will not be otherwise, but will be such as will meet public approval.

Among the prominent candidates which remain in nomination in connection with the vacant offices, are these:

Kukio Note, or *Prince Minister*—L. Kamahameha.

Minister of the Interior—Stephen Spencer.

Minister of Foreign Affairs—R. C. Wyllie.

Minister of Finance—Clas. R. Bishop, Wm. Webster, and C. Harris.

SCHOONER SEIZED.—The schooner *J. B. Ford*, Capt. Pinney, arrived at Lahaina on the 13th, 20 days from Puget Sound to procure water and supplies. Immediately on the receipt here of advice of her arrival there, a writ was issued to seize her, and a deputy of the Marshal sent to Lahaina, where he arrived just as the schooner was about to proceed to sea. She was taken possession of by Sheriff Treadaway, who brought her down to Honolulu, arriving here on Sunday the 17th. It appears that the parties claiming ownership of the vessel in San Francisco, sent her with a cargo to Victoria, after disposal of which she was to take a cargo of lumber for San Francisco, according to the statement of the owners, but as the Captain avers for China. The schooner, we hear, was built for and owned by the present Captain, but owing to some difficulty in money-matters, he transferred the nominal ownership of her to the parties now claiming, who have sent a power of attorney here to take the vessel from him should she touch here. There are evidently two sides to the story, and before the public condemn Capt. P. they should have more satisfactory evidence of criminal intention on his part. The vessel may be sent back to San Francisco, though we have no learned that her destination has yet been decided on.

THE YOUNG PRINCE OF HAWAII has been seriously ill for the past two days. The disorder is attributed to sun-stroke which occurred on Tuesday, followed on Wednesday morning by spasms of a serious nature. Yesterday afternoon, we are happy to learn the symptoms were more favorable, and hopes of a speedy recovery entertained.

AMONG THE NEWS ITEMS in one of the Boston papers we find the following. We wish we could record similar liberal donations from our fellow-citizens to alleviate the sufferings and distress created by the present civil war in America:

Dr. Ross W. Wood, native of Augusta, Maine, but for many years a resident of Honolulu, made a voluntary contribution of \$1000 for the relief of the sick and wounded soldiers of Maine.

Dry Goods, &c.

WHITE GROUND PRINTS, NEW